

This list has been adapted from the Napa River/Napa Creek Flood Reduction Project Final Environmental Impact Statement/Environmental Impact Report, and updated since approval of the Record of Decision

CUMULATIVE IMPACTS

Napa River Wetlands Enhancement Plan, Coastal Conservancy Project. This project is currently exploring options for wetland enhancement and restoration in two sites: one site extends along the east bank of the river from Pine Street to the Kennedy Park boat ramp; the second site extends along the west bank from the southern margin of residential development on South Newport Drive downstream to the Stanley Ranch property. The restoration alternatives being explored include using the floodplain sites as wetland areas, and developing the areas to meet the habitat requirements of special status threatened and endangered species. The Maxwell Bridge Project will not limit areas being considered as part of the Napa River Wetlands Enhancement Plan.

Napa Marsh Project. Studies are underway for a project to convert salt ponds into tidal marsh habitat in the lower Napa River, south of the flood control project area. Restoration of the Napa Marsh salt pond complex to tidal marsh may change the species composition of the waterfowl and shorebird population that currently use the area. Salinity impacts to water in the area would need to be thoroughly evaluated, and likely minimized and monitored by controlling the discharge of water from the ponds to meet applicable established standards. The Maxwell Bridge Project will not impact salinity in the Napa River and thus would not contribute to this potentially significant impact.

Hazardous Substances Remediation by RWQCB. Several properties adjacent or near the Napa River are polluted by petroleum hydrocarbons. These properties present a potentially significant, but unquantified, threat to the Napa River. The RWQCB (San Francisco Bay Region) has taken the lead to identify the potentially responsible parties, specify tasks, and develop a pollution remediation and management plan. Section 3.3 (Hazardous Substances) discusses the properties being addressed by the RWQCB and considers the cumulative effects of these hazardous substance sites. The Maxwell Bridge Project will not be incorporating any known hazardous waste sites.

American Center for Wine, Food and the Arts. Located within the oxbow of the Napa River along First Street, the American Center for Wine, Food and the Arts (ACWFA) is to be a cultural and educational facility. The ACWFA plans to be both a tourist attraction and community gathering place. The design of the Preferred Alternative takes into account the layout of the ACWFA and this SEIS/EIR considers this project in the environmental analyses in Chapter 3. The Maxwell Bridge Project will not limit the scope of recreational trails planned as part of this project.

Corps' Navigational Dredging Project. The Napa River Navigational Channel was completed in 1950. The San Francisco District of the Corps of Engineers is responsible for the project and its maintenance dredging to maintain channel depths. Dredging causes temporary disruption of biota associated with the removal of shoals and sediment. Reduction of water quality is also a significant effect from each dredge cycle. Dredging for navigational purposes occurs once every five to seven years. An environmental assessment is also required prior to each dredge cycle to address impacts and potential mitigation measures. The impacts of dredging (cumulatively, directly and indirectly) are addressed in Section 3.1 (Hydrology), Section 3.2 (Water Quality) and Chapter 4.0 (Alternatives Analysis). There will be no dredging activities during the construction of the Maxwell Bridge Replacement; nor will the project cause discharge of fill that may necessitate dredging activities.

FEMA Hazard Mitigation Projects. The Federal Emergency Management Agency (FEMA) and the Governor's Office of Emergency Services (OES) have obligated approximately \$7 million for hazard mitigation projects in the city of Napa, including acquisitions along Napa Creek and interceptors on Soscol Avenue near Shetler Avenue. The Maxwell Bridge project is not anticipated to cause direct, indirect, or cumulative flooding impacts.

Route 29/Trancas Street Interchange Project. This interchange project will convert a 1-mile segment of Route 29 from an expressway with an at-grade intersection and railroad crossing to a freeway. Construction is scheduled for 3 years from fall 2001. Groundwater will be pumped from the interchange and discharged to Napa Creek to the south. There will be no water quality impacts to Napa Creek from this discharge. The interchange project will impact less than 1/8 acre of degraded seasonal wetlands. Conversely, the Maxwell Bridge Replacement project will contribute to an increase of over 12 hectares of high value wetlands as part of the Living River Strategy. Therefore, the Maxwell Bridge Replacement Project is not expected to create cumulative impacts on wetlands when combined with the Napa 29/Trancas Street Interchange Project.

Tulocay Bridge Replacement. The Tulocay Bridge Replacement is a project unrelated to the USACE Flood Reduction Project, which will be occurring from May 15 to October 15, 2002. During construction, 2 of 4 eastbound-westbound lanes will be closed, allowing 1 lane of traffic in each direction. As the exact start date and duration of the construction of the Maxwell Bridge Replacement Project has not yet been determined, cumulative traffic impacts from the Maxwell Bridge on the Tulocay Bridge Replacement would be speculative; and exempt from discussion at this time (CEQA Guidelines section 15145).

U.S. Army Corps of Engineers Flood Reduction Project: Construction of Third Street, Pearl Street, and Main Street Bridges: Construction of the Maxwell Bridge Replacement Project will take place during Phases I of implementation of the USACE Flood Reduction Project. During Phase I, construction will be underway only on Maxwell Bridge, and no delays are expected, as the old bridge will remain in operation until the new bridge is constructed. During Phase II, construction will be occurring on the Third Street Bridge, the Pearl Street Bridge, and Main Street Bridge within the City of Napa. It is not anticipated that Phase I or II will overlap; however, if construction on other bridges do overlap with construction of the Maxwell Bridge, Route 121 is not a practical alternative route for downtown destinations and northbound destinations beyond the city of Napa. Consequently, it is unlikely that Maxwell would experience increased traffic due to bridge construction in the Napa downtown area.